

BUREAU OF ENVIRONMENT

CONFERENCE REPORT

DATE OF CONFERENCES: October 6 and 13, 2005

LOCATION OF CONFERENCES: JO Morton Building

ATTENDED BY: Marc Laurin, Cathy Goodmen, Kevin Nyhan, Charles Hood, Alex Vogt, Bob Landry, and Bill Oldenburg, NHDOT; Jim Garvin, Linda Wilson, and Edna Feighner, NHDHR; Harry Kinter, FHWA; Gordon Leedy, NHBPW (DOT); Roger Dionne and Elaine Stiles, VHB; Liz Hengen, Preservation Consultant; Tom Errico, Wilbur Smith Associates; Amy Dixon and Jeff Cicerello, Berger; and Jamie Paine, CLD.

SUBJECT: Monthly SHPO-FHWA-ACOE-NHDOT Cultural Resources Meeting

NOTES ON CONFERENCE

Thursday, October 6, 2005

**Legislative Parking Garage Feasibility Study, Concord (BPW project # 80111).
Participants: Gordon Leedy, NHBPW; and Roger Dione and Elaine Stiles, VHB.**

The purpose of the meeting was to present concept plans generated by an ongoing NH Bureau of Public Works (BPW) feasibility study for constructing new legislative parking facilities and office space in downtown Concord. The feasibility study is being prepared by VHB for the Department of Administrative Services through BPW. The study has identified two potential sites for construction of the parking and building program. The first site is located on the west side of Green Street, between School Street and Greenwood Avenue. The second site consists of the city block currently occupied by the Laconia Savings Bank and Department of Justice building (LSB/DOJ building) at 27 North State Street. The State of NH owns the LSB/DOJ site, and owns a surface parking area abutting the Green Street site. Both sites contain buildings included in districts listed on the National Register of Historic Places or determined eligible for listing on the National Register.

Gordon Leedy presented the conceptual plans generated to date. The plans propose a 4-story office building and 4-story parking structure on the present LSB/DOJ building site and a new 3-story building and 3-story parking deck west of Green Street. These scenarios assume the demolition of all existing structures on both sites. The portion of Capital Street between North State Street and Green Street may also be closed for a pedestrian way. G Leedy discussed some of the dimensional and technical difficulties of retaining the LSB/DOJ building while meeting the project program. He also noted that there is potential to depress the parking structures below grade to reduce the height of the structures by nearly a story. The parking structures would offer approximately 640 spaces for state use and additional parking for the newly created office space. The new office space would include government offices and space for an LSB branch and offices.

Elaine Stiles discussed the historic status of the buildings occupying the proposed project sites and the interlocking web of National Register Historic Districts and historic districts determined eligible for the National Register in the downtown Concord area. She noted that the LSB/DOJ building, historically the NH Savings Bank Building, was constructed in 1958 and altered in 1985 with the addition of a third story and construction of a new entrance on the north elevation. The building is included in the Downtown Concord National Register Historic District, but was considered a noncontributing structure due to insufficient age when the district was listed in 2000. The Green Street site contains three residential buildings greater than 50 years old that are included in an historic district determined eligible for the National Register in 1993. The buildings are also included in the City of Concord historic resource inventory completed in 1988.

Linda Wilson and Jim Garvin noted that the LSB/DOJ building was constructed on the site of the late 19th century Concord High School building, and that the LSB/DOJ building was included in an early walking tour of downtown Concord created by the NH Historical Society. The tour brochure includes photos of the building before the addition of the third story. L. Wilson noted that the building looks older than it is, having been designed retrospectively in a Moderne style.

Edna Feighner asked if the new buildings would be sensitive to the surrounding historic buildings in their design, and whether there were any federal permits involved in the project. G. Leedy answered that attention would be given to the design of the new buildings in relation to existing structures, and that the design would stay below or level with surrounding cornice lines. At present, there are no federal permits or funding involved in the project. RSA 227-C:9 would be the only pertinent historic resource review process.

L. Wilson asked whether the LSB would have any ownership interest in the new office buildings and whether FDIC licensure would be involved. G. Leedy stated that he does not anticipate such an arrangement, as the State of NH is offering the bank very favorable lease terms for the new space. The State is still discussing with the bank about the new location, and there are few details available on that arrangement yet.

L. Wilson asked about local review processes for the project, particularly the City of Concord's demolition delay ordinance and the Concord Heritage Commission's review process. G. Leedy replied that although there is no obligation for the State to comply with local regulations, the State is committed to consulting with the City on this project. The State will go before the Concord Planning Board and neighborhood groups in a consultative capacity.

L. Wilson noted that the design review with the Heritage Commission and Planning Board would be a critical factor in the project planning process.

Roger Dionne asked whether the City had seen the concept plans. G. Leedy replied that the legislative committee working on the project had shown the City the plans. R. Dione also asked how the additional property required on Green Street would be acquired. G. Leedy responded that the state hoped to purchase it through voluntary sale, but that eminent domain could also be invoked. If constructed, the project would be spread out over a 2-3 biennium and that the state would likely begin work on the LSB/DOJ site first. The total cost for the project is anticipated to be \$20-30 million.

J. Garvin asked the group about next steps and whether intensive research and inventory forms for the buildings proposed for demolition should be conducted now, or when money is actually appropriated to the project. L. Wilson responded that the work should be done now in order to have as much information as possible in the planning stages of the project. She emphasized that the project locations are in a critical transitional area between civic and residential districts.

G. Leedy noted that the new buildings and structures would be designed to have limited impact to the street front, particularly on Green Street. He suggested that the short end of the new parking garage could be oriented to School Street and present a reduced profile to the street. The proposed

office building could create an architectural edge to Green Street. The parking structures would not be plain concrete. He also noted that the state recognizes the importance of the site to the city and neighborhood and that thought would be given to incorporating architectural elements and themes from surrounding buildings.

J. Garvin noted that one unifying theme of the downtown area is Concord granite construction. The civic area of downtown Concord was conceived of as the Copley Square of NH, and building projects strove to use high quality materials.

Joyce McKay confirmed that individual NHDHR inventory forms would be needed for the LSB/DOJ building (former NH Savings Bank building) and the three properties on Green Street. She also noted that the feasibility study should include visual studies on the effects the proposed new buildings and structures would have on the surrounding historic districts. J. Garvin added that special attention should be given to the LSB/DOJ building, including perhaps trying to find building plans and presenting some discussion of the interior integrity of the building. J. McKay noted that this should be covered in the inventory form. She also asked that the inventory forms be submitted as part of the feasibility study and that the study include mapping of the various downtown Concord historic districts.

J. Garvin and L. Wilson noted that early photographs of the LSB/DOJ building from the walking tour brochure were available at the NH Historical Society. L. Wilson also noted that perhaps sketches and photographs from the walking tour brochure could be incorporated into an exhibit on the LSB/DOJ building and its neighbors. J. Garvin added that the use of Concord granite in the downtown area would also be a good theme for a display or exhibit.

L. Wilson and J. McKay requested hard copies of the map illustrating the downtown Concord historic districts used as a visual aid at the meeting for their files

Dover, X-A000(280), 14287. Participants: Joyce McKay and Marc Laurin.

J. McKay and M. Laurin discussed the additional cultural resources review needed for the Dover Park and Ride. L. Wilson requested a determination of eligibility for the dwelling associated with the barn, which is now located on an adjacent property. She requested an interior inspection to understand the level of spending for the construction of the two sections of the dwelling as well as to determine the level of interior integrity. Probate research would be an important addition to both the archaeological and architectural research. The DOE should determine whether the property limits should be the original parcel with the barn foundation and midden or the existing lot. Can the property still be visually perceived as a farmstead? Edna Feighner requested additional testing, but needed to review materials to determine extent. [At a subsequent date, E. Feighner responded that K. Wheeler should evaluate the barn as proposed and excavate the recommended number of units at the midden to better understand the behaviors behind the frugal Yankee concept. Such social behaviors would include dietary practices and consumer selection. She indicated that the historical records fail to address the nuances of this truism.]

Bedford-Manchester 11512: Participants: Cathy Goodmen and Alex Vogt.

The results of the historical evaluation were discussed. The bombing test building, currently used for salt storage, was deemed individually eligible for the National Register of Historic Places. Additionally, this building and the other eight buildings contribute to a historic district. L. Wilson requested that a HAER study be completed for the district including large format

photographs, floor plans, and a narrative with description, historical background, and context for each building and the complex. She agreed that the obvious wall changes would not need to be recorded in the floor plans. L. Wilson also requested that an exhibit be completed using the information gathered from this study. A section of the exhibit should highlight the Norden Bomb Site. The exhibit could be placed in both the airport terminal and the historic terminal building. The FAA would be given this charge. Alex has authorized J. McKay to have our consultant begin work on the HAER document.

Haverhill-Bath, BRS-HP-STP-TE-X-000S(332), 13095. Participant: Jim Garvin and Bob Landry.

J. Garvin expressed concern about the feasibility of doing the necessary parts of the project to ensure survival of the structure under the current available monies, given that the bid amounts were way over budget. Dave Hall had advised eliminating additional portions of the project and re-advertising the work. B. Landry was concerned that the cost for each element would rise above the original bids. NHDOT still needed concurrence from FHWA to move forward with the currently proposed portion of the work. J. Garvin stated that most of the deletions were not a problem. The elimination of the concrete grout injection is in fact welcome. However, the sprinkler system is one of the items that would be dropped from the contract. J. Garvin was concerned about adequate protection for the bridge if that were done. In addition, it would be important to provide additional protection along the existing roof until the roofing is replaced. He wondered if the district could add some temporary roofing material. It is beginning to fail, and the roof replacement is now contingent on the receipt of additional funding from the town. L. Wilson suggested that the town look for additional funds from such sources as Moose Plate grants, which could provide up to \$10,000. Harry Kinter concurred with J. Garvin's statements.

Thursday, October 13, 2005

Dover X-A000(136), 13945. Participants: Amy Dixon and Jeff Cicerello, Berger.

J. Cicerello stated that the City of Dover is proposing to build a new vehicle bridge at Washington Street and to move the existing pedestrian bridge. This project is intended to serve the future waterfront redevelopment project. The new bridge would give access over the river to undeveloped land.

L. Wilson noted that the existing pedestrian bridge replaced a National Register eligible truss bridge. Although the Section 106 process was not completed, the city moved forward, removing the bridge and building the existing one. It did not receive federal funds as requested for the project because the project involved anticipatory demolition. This occurred 20 years ago, in the late 1970s, and L. Wilson did not know whether the anticipatory demolition would continue to affect federal funding at this site.

Regarding the current proposal, NHDHR inquired about the historical context of the project area and the existence of a potential district in the project area. J. Garvin also noted that the side of the river proposed for redevelopment had been an early landing site for the city. L. Wilson stated that several things would need to be explored: a legal inquiry to Federal Highways about the continued applicability of anticipatory demolition and the understanding about the future highway development adjacent to the project area. Answers to the later question would help define the

breadth of review necessary for the project. It appears that two agencies may be involved in this project and the redevelopment project: FHWA and the Army Corps. Their involvement would require completing the Section 106 process.

It was concluded that discussion of the project with FHWA and the availability of historic maps showing previous development in the area would better direct the study. J. Cicerello agreed to send a copy of the city's plan for redevelopment of the area to NHDHR. [The plan was subsequently sent.]

Barnstead-Alton, A-000(208), 14121: Participants: Kevin Nyhan.

Kevin Nyhan and Bill Oldenburg detailed this project that could involve substantial roadway work, for example including widening relocation and intersection improvements, along a 7-mile portion of NH Route 28 in Barnstead and Alton. The limits of work are from the Hillsgrove Road intersection in Barnstead, north to the Alton traffic circle. The discussion centered on the survey needs for the entire project, recognizing that sections will be built one at a time. The first projects will be constructed at major intersections, specifically Barnstead/North Barnstead Roads, and Stockbridge Corner. It was noted that this section of road had not been rebuilt since the 1930s.

K. Nyhan showed examples of the properties observed during his review of the project area. Some specific areas of study were noted. Resources in the area included farmsteads and small vacation cabins, for example those on Half Moon Lake. While there were three or four potentially eligible resources at Stockbridge corner, there did not appear to be a district. The brief inspection found 39 potentially eligible properties, two potential districts, and four that were very likely eligible for the National Register.

It was agreed that a project area form would be the first step. Future steps will include potential district area forms (near Locke Lake, and Suncook Lake) as well as individual surveys. Archaeologically, Phase IA testing will be done along the roadway and along some off alignment areas at the major intersections.

J. McKay and K. Nyhan will set up consultants to work on this project.

Manchester-Hooksett-Bow, X-A000(112), 13917. Participants: Bob Landry, Kevin Nyhan, Bill Oldenburg, and Charlie Hood; Liz Hengen, Preservation Consultant; and Tom Errico, Wilbur Smith Associates.

Wilbur Smith Associates (WSA) presented an overview of the study area, study intersections, operationally deficient intersections and roadway segments, and speed survey results. Details of the presentation include:

- The study area begins in Manchester at Exit 7 of I-293 and extends northerly to the Bow/Concord town boundary.
- The study intersections include: Hall Street/I-89; Grandview Road; River Road; Robinson Road; Dunklee Road; Johnson Road; Pine Street; Main Street; Riverside Street; Hackett Hill Road (all in Hooksett), Cross Road; Quality /Technology Drives; Exit 10 of I-93; and Hackett Hill Road (all in Manchester).

- Intersection Deficiencies include: Main Street; Riverside Street; and Hackett Hill Road (in Hooksett).
- Roadway Deficiencies include: vicinity of Bow/Hooksett town boundary; between Pine Street and Main Street; and north of Quality/Technology Drives.
- Speed data collected at three locations within the study area indicates vehicles speeds general exceed the posted speed limit.

Liz Hengen presented the constraints-level evaluation of potential resources along the corridor. The presentation included a review of resources other than the Hooksett Village Historic District, which has already been determined eligible for the National Register of Historic Places, that have a high potential for National Register eligibility. Specific details of these resources were noted including review of photographs.

DHR staff members concurred with the findings, with the following comments/additions to the list:

- The Environmental Constraints Map should include the Historic Resource Map numbers.
- Resource #6 should be added to the list of potential National Register eligibility sites.
- A separate slide that shows the entire Hooksett Village Historic District in a single image should be made.
- Milestone markers from the Londonderry Turnpike should be added to the list and maps.
- L. Wilson had inquired whether the pinnacle area should be added to the Hooksett district at the DOE meeting. L. Hengen and J. McKay observed that there were a number of ineligible properties between its access and the district. Such an addition would be logically difficult.

The following table includes the resources that were reviewed for their high potential for National Register eligibility, as well as the three that were added (indicated in bold face), based on the discussion.

Historical Resource Map #	Town/City	Map/Parcel #	Street Address	Comments
6	Bow	21-1-81A	539 Route 3A	has form of a square-plan house
7	Bow	21-5-1	541 Route 3A	vernacular Craftsman house
11	Bow	26-5-5-B-1	563 Route 3A	Henry White Farm
12	Bow	26-5-52	570 Route 3A	farmstead
13	Bow	26-5-7	569 Route 3A	Isaac White Farm
15	Bow	26-5-9	585 Route 3A	Queen Anne dwelling
20	Bow	30-5-36	18 Vaughn Road	farmstead
21	Bow	30-2-109-G	628 Route 3A	early 19 th c. dwelling
27A	Bow	35-2-192-C	651 Route 3A	Londonderry Turnpike granite milestone
36A	Bow	45-147-2	743 Route 3A	Londonderry Turnpike granite milestone
Hooksett Village (HV)	Hooksett	multiple	multiple	National Register Historic District (determined eligible)
43	Hooksett	17-36	254 West River Road	farmstead
44	Hooksett	24-30	191 West River Road	farmstead
46	Hooksett	24-40	149 West River Road	ca. 1940s service station

Historical Resource Map #	Town/City	Map/Parcel #	Street Address	Comments
47	Hooksett	24-55	150 West River Road	farmstead
48	Hooksett	24-54	142 West River Road	farmstead
52	Hooksett	29-70	91 West River Road	farmstead
53	Manchester	766-12	1824 Front Street	Tudor Revival dwelling
65	Manchester	768-37 & 739-2a	1157 Front Street	ornate roadside cast-iron fence (no extant buildings)

Monroe-Barnet, A000(336), 14095. Participants: Cathy Goodman.

The project involves the rehabilitation of the historic truss bridge over the Connecticut River at McIndoe Falls Road. The memo of 'No Adverse Effect' was re-introduced with new lines for members of the Vermont AOT to sign. DHR resigned the memo. It will be sent to Vermont for signatures. The bridge's truss originally had a lighting fixture at each end. They have not worked in quite a while. It was suggested that if the lights cannot be fixed, new, historic reproduction, lighting fixtures would be installed. The guardrail continues to be a problem. Because the approaches require a crash tested type rail as well, rails more consistent with the historic appearance of the original rail cannot be used. NHDHR does not object to the use of W beam. C. Goodman has sent a letter to the VTAOT trying to resolve this problem. [Subsequently, the VTAOT agreed to putting up the rail that would carry the W-Beam without the W beam itself. Therefore, this problem is resolved.]

Andover-Franklin, X-A000(293), 14057A. Participant: Kevin Nyhan.

Kevin Nyhan discussed developments with the subject project due to significant rain events that have occurred over the past few weeks. In the vicinity of Hoyt Road along NH Route 11, water drainage from a large farm field has caused erosion at the juncture of a farm swale with the states drainage system. The Department would like to correct this situation. K. Nyhan stated that stone would be placed in a scour hole, and it would be loamed and seeded to the maximum extent practicable. It was intended that this effort would not detract from the visual attributes of the East Andover Agricultural Historic District (EAAHD). Everyone in attendance concurred with this approach and appreciated the opportunity to comment.

Rochester STP-X-5389(009), 13274. Participant: Jamie Paine, CLD.

Jamie Paine, from CLD Consulting Engineers, presented this project. A CE for this project has been completed, however, the City of Rochester would now like to have overhead utilities placed underground and add ornamental lighting and green strips. Outside of this change, no other scope changes have occurred.

The proposed project would reconstruct approximately 3,500 feet of NH Route 108 (South Main Street) in downtown Rochester, New Hampshire. The project would include, where appropriate, the redesign of the drainage along NH Route 108 including the construction of a plunge pool near Sawyer Avenue, reconstruction of sidewalks, re-establishment of curb reveal, redesign of several commercial parking areas, reconfiguration of approaches, turn lanes and throughways, removal of

specific islands and utility poles, reconstruction of driveway approaches, addition of a traffic signal at the intersection of NH Route 108 and Franklin Street, redesign of the NH Routes 125/108 intersection, and widening of existing pavement to provide 5-foot paved shoulders. In addition, a historic brick arch culvert that carries NH Route 108 over Willow Brook would be rehabilitated. Underground utilities would be placed within the footprint of the roadway and would travel within the road over the brick arch culvert.

Determination

J. Paine noted that a memo had already been signed. NHDHR determined that the proposed burial of utilities underground would not affect historic resources. Edna Feighner reviewed files at NHDHR's offices after the meeting and replied on October 17, 2005 that she did not find any recorded archaeological sites within or adjacent to the project area. No further coordination is required for cultural resources.

Hudson, STP-TE-X-000S(179), 21239. Participant: Jamie Paine, CLD.

Jamie Paine, from CLD Consulting Engineers, presented this project. The Town of Hudson recently completed the first phase of the Route 102 enhancements, providing new sidewalks and bicycle lanes on both sides of the street from Old Derry Road to Evergreen Drive. The Town is now proposing a 5-foot-wide bituminous pedestrian sidewalk with granite curb on the east side of Derry Road (NH Route 102) that would extend approximately 4,500 feet, between Evergreen Drive and Megan Drive. It would connect with the recent roadway and sidewalk improvements just south of Alvirine High School.

Determination

NHDHR determined that the proposed project would have no effect on historical resources in the area. Edna Feighner reviewed files at NHDHR's offices after the meeting and replied on October 17, 2005 that she did not find any recorded archaeological sites within or adjacent to the project area. A cultural resource memorandum of effect will be signed that states no historic or archaeological properties will be affected by this project.

****Memos:** New London-Wilmot, X-A000(289), 14451; Monroe-Barnet 14095 (resign)

Submitted by Joyce McKay, Cultural Resources Manager

c.c.	J. Brillhart	K. Cota	N. Mayville	Bill Cass
	C. Barleon, OSP	C. Waszczuk	D. Lyford	
	B. Landry	R. Roach, ACOE	H. Kinter, FHWA	

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